connection with Cochin has been arranged for ; improved derricks have been provided on the pier ; more trollies have been supplied ; the commercial canal has been improved ; arrangements have beeen made for more warehouses ; road connection with Quilon has been completed and a road towards Cochin is approaching completion. The Government regard it as their duty to supply the wants of trade and commerce. But they have no intention of embarking on ambitious schemes in respect of Alleppey, for they are convinced that Alleppey cannot be a terminal port or anything more than a port of call. For one thing the disparity between the volume of exports and the volume of imports is too great.

11. Public Works. A chapter of the Administration Report which you will doubtless read with pleasure is that relating to Public Works. In the latter half of the year under review a new Chief Engineer took charge of the department and entered upon his duties with enthusiasm. The actual expenditure of the department was Rs. 28·52 lakhs of which Rs. 16·8 lakhs were devoted to communications. Of this one half was spent on original construction, improvements and special repairs, the other half going to the ordinary maintenance of existing communications. A notable achievement of the department in the matter of communications was the construction of a road from Alleppey to Shertallai. The road, which runs straight as an arrow for 13 miles, was constructed in less than a year, mainly in the interests of the people of Shertallai. The reason why its construction had been deferred so many years is that three dewans ago a canal had been sanctioned to connect Shertallai with Alleppey. It was a canal of many misfortunes. More then one circumstance arose which brought its slowly creeping advance to a standstill ; and all the while the Engineers struggled to keep its few completed miles from being enveloped by the sand drifts through which it sought to soak its way. Much money has been sunk in it. Even so, it was better to abandon a hopeless task. And so the road was made. Its extension from Shertallai towards Cochin is proceeding rapidly. Another road full of possibilities was aligned in the course of the year and the work of construction began early this month. It is the Neriamangalam-Munnar road by means of which direct communication with the high range district will be restored. As aligned and planned it should be our best ghat road. It will have a metalled width of 16 feet. There will be no hair pin corners and the ruling gradient will be one in twenty. It will cost many lakhs of rupees but that will be money well spent. It will not only tap an ancient trade route of importance but should also draw trade which now goes over the wall ; and, best of all, it will open up a large area of rich country suitable for all forms of cultivation and provide lands for our teeming populations to spread into. The total length of communications in the State was just over 4,900 miles and if areas coverd by State forests are left out of the reckoning it will be found that there is something more than a mile of communications maintained by the Government to every square mile of territory. This includes 135 miles added during the year. Traffic, especially motor traffic, has developed so enormously in recent years that the cost of maintaining roads at their present high standard is becoming a serious consideration and the Chief Engineer is about to experiment with new methods of road surfacing. Some idea of the growth of traffic can be formed from the fact that four out of the fifteen toll gates in the State yield a return of over Rs. 30,000 a year each, Kuzhithura taking the lead with Rs. 73,000. Four important bridges estimated to cost Rs. 2·17 lakhs are under construction and the question of a bridge across the Neendakara bar is under investigation. The expenditure on buildings in 1102, Rs. 2·12 lakhs, was the lowest recorded in the last seven years. An important building under construction is the new Women's College. The Electrical Engineer to Government hopes to provide the capital with electric light and power by the end of 1928. Preliminary work in connection with the water supply scheme for Trivandrum is going on and land is being acquired and work will start almost immediately on the extension of the railway from Chackay to the heart of the town.

12. Irrigation. There is one class of work which, I am afraid, suffers from a divided responsibility and from the complexities of an over elaborate system of rules and regulations. I refer to minor irrigation in respect of which there is an

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